Restoration of Rajkot-Bombay daily flight

4911. SHRI RAJUBHAI A. PARMAR : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether there has been a persistant demand from the people of Rajkot and the Rajkot Chamber of Commerce for restoration of daily direct flight from Rajkot to Bombay and back.

(b) if so, whether instead of converting the Rajkot-Bombay service into a daily service, the alternate day service has been routed via Bhuj; and

(c) what are the main reasons for converting it into a daily-flight and what is Government's reaction thereto ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Yes, Sir.

(b) and (c) Due to operational constraints at present Indian Airlines is operating Bombay—Rajkot—Bombay service three days a week and Bombay-Ahmedabad-Bhuj-Rajkot-Bombay service twice a week.

Amendment of retirement rules

4912. SHRI G. Y. KRISHNAN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that the former Acting Chairman and Managing Director, Air India (Shri S. R. Gupte) just before seeking his retirement, got amended the Rule, conferring the retirement benefits including free Air-travel and Medical facilities from 25 years continuous service to 20 years;

(b) if so, whether this amendment was approved by his Ministry;

(c) the logic behind this;

(d) whether, in the new set-up of the Air-India and the indictment of Shri Gupte by the Joint Parliamentary Committee for investment of Air-India's funds in a foreign bank, Government will consider restoration of the original Rule; and

(e) if not, the reasons therefor ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (c) On the demand of employees of Air India to bring parity with the provisions of voluntary retirement scheme in Central Government, Air India amended their services regulations, with the approval of the Government, for reducing the qualifying service for voluntary retirement to 20 years.

(d) and (e) No change in the existing regulations relating to voluntary retirement is being contemplated as the amendment was not carried out for the benefit of any particular employees.

Annual Plan in respect of Civil Aviation Scetor

4913. SHRI IQBAL SINGH : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) what are the details of the outlay approved and financing pattern of the Annual Plan in respect of Civil Aviation Sector for the year 1994-95; and

(b) what are the important projects and schemes under implementation in this sector ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) The approved annual plan outlay of Civil Aviation Sector (Central) for 1994-95 is Rs. 1686.05 crores out of which Rs. 23.11 crores is the budgetary support, the balance being the internal resources and extra budgetary resources of the public sector undertakings under the Department of Civil Aviation.

(b) The important projects and schemes under implementation in the central sector are shown in statement.

Statement

Important projects and schemes under implementation in the Central Sector

1. *Indian Airlines*

(a) Aircraft Projects (Loan repayments and payments to manufacturers).

(b) Non-aircraft projects—

(i) Construction of hangar for A320 aircraft at Calcutta, Madras and Bombay, administrative building at

Bombay, extension of computer building at Delhi, power plant at CTE, Hyderabad and booking offices at various places.

(ii) Modernisation/expansion of computers and data communication equipment.

(iii) Purchase of ground support equipment.

II. *Air India*

(a) Aircraft Projects (loan repayments and payments to manufacturers).

(b) Non-aircraft projects (workshop and ground support equipment, operational building, computer and commmunication equipment, other supporting facilities like administrative offices, welfare amenities miscellaneous items etc).

III. *International Airports Authority of India*

(a) International Terminal Complex (Phase I) at Calcutta.

(b) International Terminal Complex (Phase III) at Bombay.

(c) Improvement/upgradation of runways, taxiways, apron and related works.

(d) Improvement/modification of terminal and ancillary buildings and associated works.

(e) Procurement of operational and facilitation equipment.

IV. *National Airports Authority*

(a) Modernisation of Air Traffic Control facilities at Bombay and Delhi airports.

(b) Modernisation of Civil Aviation Training Centre at Allahabad.

(c) Development of 12 airports as modal airports

(d) Procurement of equipment like ILS, Airport Surveillance Radar, Monopulse Secondary Surveillance Radar, Airport Speech Recorder, Distance Measuring Equipment, VHF etc. for aeronautical communication, ground and safety services.

V. *Directorate General of Civil Aviation*

(a) Purchase of aircraft and gliders in replacement of old trainer aircraft and gliders in flying clubs.

(b) Procurement of equipment for Civil Medical Establishment, Research and Development activities and accident investigation.

(d) Development of gliding centre at Pune.

Increase in Non-Plan Expenditure in ITDC

4914. SHRI GAYA SINGH : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that Central overhead expenses and non-plan expenditure of ITDC has been increasing year after year; if so, what is the factual position thereof;

(b) the names and designations of those Delhi-based executives of ITDC and its employees working at ITDC Headquarters and in Non-HCF activities, who have been drawing their conveyance and/or overtime allowance annually more than one-third of their carry-home salary during the last three years, ending March, 1994;

(c) whether concrete steps have been taken by ITDC Management to curtail the expenses mentioned in part (b) above during the said period; if so, the details thereof; and

(d) whether it is also a fact that major portion of the above-expenses has been just to oblige and favour the said persons by their controlling officers, rather than the actual needs of the Corporation; if so, the details thereof ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) No, Sir. The Central overhead expenses has been decreasing over the last three years. Similarly, the percentage of operating expenditure (Non-Plan) to turn over has declined over the last 3 years.

(b) The requisite information is given in the Statement (*See* below)

(c) and (d) The expenses on overtime and conveyance are permitted strictly in the business interest. The measures taken to control such expenses include raising the entitlement level to travel by taxi and only one way conveyance by scooter for exigencies of work to the lower category of staff.